

## McANENY AND HYLAN DEBATE ON TRANSIT

Commission Head Favors Link  
From Queensborough Plaza  
to Brighton Line.

George McAneny, chairman of the Transit Commission, appeared yesterday at a hearing of the Board of Estimate on the new Sound to ocean subway link, from Queensboro Plaza to the Brighton Beach line, and was told by Mayor Hylan that the city and the commission could agree easily if "you make it plain to me that there is going to be no more interest on bonds saddled on us than the \$10,000,000 we are now paying every year."

"I want to know," the Mayor continued, "who is going to get the profits, the taxpayer or the railroad folks?"

"If the Transit Commission's unification plan goes through," said Mr. McAneny, "the profits will go back into service. The \$10,000,000 is due to war costs that have disturbed company revenues, just as it has city revenues."

"Tell me," the Mayor asked, "whether you propose to operate this new line privately or by the city?"

"That is not the question," retorted Mr. McAneny. "It will take four or five years to build it, and by that time some determination will have been reached as to the operation of all our lines."

Mayor Hylan declared that a sanction of a blind contract was hardly to be expected.

The proposed subway link would have connection to the Fourth avenue subway and the Livingston street subway. Mr. McAneny urged the Board of Estimate to appropriate either \$40,000,000 for a double track or \$65,000,000 for a four track route, as estimated by commission engineers. His appeal occupied the full session of the hearing, and adjournment was taken until October 16.

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The hearing resolved almost exclusively into a two man discussion between Mr. McAneny and Mayor Hylan, but the exchanges of views and opinions were parliamentary throughout and did not cause the excitement that the gallery had hoped for. There was one occasion, however, when several members of the board became a bit excited. That was when Mr. McAneny said a construction cost of \$60,000,000 was involved in the Transit Commission's plans and that \$500,000,000 would have to be spent in the next five years.

"The trouble with you," remarked Murray Hulbert, President of the Board of Aldermen, "is that you hop around like a rooster from one roost to another. Get on your nest and lay your egg and we will see what is in it. Lay your egg and we will hatch it."

"Well," said Mr. McAneny, turning to the Mayor, "if I may address myself to the chief rooster, I am not provoking this debate."

The Mayor asked Mr. McAneny if he thought the proposed subway link would pay.

"I think it would pay immensely," he replied.

"But if private interests operate it wouldn't they get the profit?"

"No," said Mr. McAneny, "nobody wants higher taxation, and we have a plan to avoid it."

Mr. Hylan inquired why, if the subway would pay so well, the city should not build it and get the profit.

"That is one of the cardinal points of the plan we submit," said Mr. McAneny. "The plan provides that interest be paid on the bonds and that there shall be nothing more in the way of profit."

"Would you recommend," asked Edward Reigelmann, Borough President of Brooklyn, "building without knowing who is going to operate?"

"Certainly," said Mr. McAneny.

The Mayor declared that the state ought to be cleared, the past forgotten and building done from today so that if there is any profit the city will get it.

"That is exactly what we propose to do under my plan," said Mr. McAneny. "We listened to your sweet voice years ago in the dual contracts," said the Mayor, "and we are paying interest. Let us forget any mistakes that were made in the past and deal with the future."

## CREASY QUESTIONED AS TO OTHER WOMEN

Letter Upon 'Forced Love' Is  
Pronounced Forgery by  
Expert.

The case against William M. Creasy, who has been on trial in the Nassau County Court at Mineola on an indictment charging him with the murder of Miss Edith Lavoie, a school teacher, at Freeport last June, probably will go to the jury late this afternoon. The State finished its cross-examination of the defendant yesterday, and Judge Lewis J. Smith is expected to charge the jury shortly after noon to-day after the lawyers have summed up. During this morning's session rebuttal testimony will be offered.

Loren C. Horton of 261 Broadway, a handwriting expert, was brought into the case as a witness yesterday, the first time that expert testimony has been heard at the trial. He testified for the defense, declaring that at least one of the letters which the State contends were written to Creasy by Miss Lavoie was a forgery. This was the letter in which she said:

"Can love be forced? Would you want a wife who would not love you?"

Horton was shown a number of letters written by Miss Lavoie, and said this one was not written by the same person as the others. District Attorney Weeks did not cross-examine him.

The District Attorney, however, cross-examined Creasy at length at the afternoon session of the trial, asking him especially about his relations and associations with women other than Miss Lavoie. Letters from several of these women were read, including one from Mrs. Charles Kaut, whose husband named Creasy as correspondent in his divorce suit. Letters also were read in which Creasy had written to Miss Elaine Lamona, of 1749 Bathgate avenue, The Bronx, who is said to have met Creasy at a dance while she was doing war work among soldiers.

Under redirect examination Creasy's attorney, Henry A. Uterhart, sought to prove that Creasy could not have intended killing the girl because the two had planned a trip to New York. This, said Creasy, was the reason he had left his suitcase with Miss Lavoie's letters in the Pennsylvania station. Throughout the trial Creasy's attorney has contended that the State has not been able to show a motive for the crime so far as Creasy is concerned.

Creasy also was asked why he had written to Miss Lavoie the letter in which he said his heart was broken and that by "Sunday I shall be under six feet of earth in Kentucky."

"I was on a spree the night before," said Creasy. "I was recovering from the effects of the spree."

Creasy said that he had expected to give the letters to Miss Lavoie when they went to New York together.

**\$5.00**  
ROUND  
TRIP

**Washington  
OR  
Baltimore**

SUNDAY, OCTOBER 8

SPECIAL TRAIN LEAVES

New York (Penn. Sta.) 11:10 A.M.

Stopping at Newark, Elizabeth  
and New Brunswick

Arrives Baltimore 6:00 A.M.

Washington 6:10 A.M.

Returning Leave

Washington 4:35 P.M.

Baltimore 4:35 P.M.

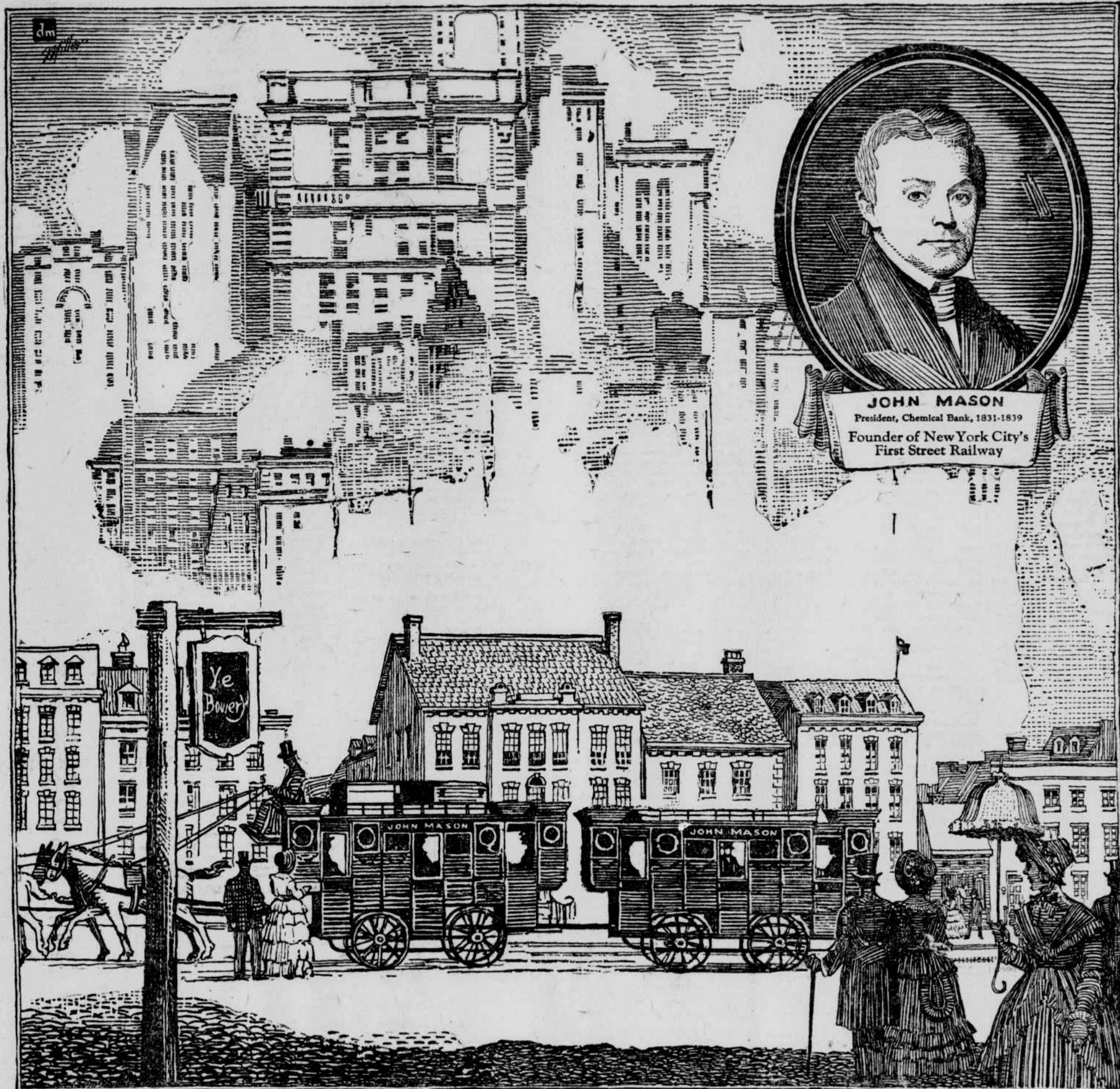
Tickets on sale Friday preceding

excursion

Similar Excursions Sundays,  
Oct. 22, Nov. 5, 19, Dec. 3, 17, 21

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Had you been living in New York one November day in 1831, you would have joined the outpouring of citizens which lined the Bowery from Prince to Fourteenth Streets, and cheered lustily as an ornate coach, bearing the name of JOHN MASON, lumbered up the thoroughfare behind four high stepping horses.

Thus started New York's rapid transit system, with the first coach named in honor of John Mason, President of the Chemical Bank and founder of the city's first street railway.

Trips were made at fifteen-minute intervals, the fare was twenty-five cents. Because of John Mason's interest in the progress of New

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BROADWAY AND CHAMBERS, FACING CITY HALL

### THE STORY OF REVILLON FURS



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### An Eskimo Architect

This Eskimo is finishing his igloo or snow-hut by putting in a window of clear ice cut from a nearby stream. To increase the light inside he has arranged a snow reflector so that it will catch the sunlight and throw it on the ice.

No. 104—Life at a Revillon Post

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